THE WEEKLY AMERICAN THE WEEKLY AMERICAN
WILL BE PUBLISHED EVERY SATUR.
DAY, on paper the size of the National
Intelligencer. It will contain twenty-sight columns
of most interesting, racy matter; the latest news up
to the day of publication; the speeches of Mesars.
Scott and Ellis on the trial of innocent men for
alleged riot on the first day of June last—a day
characterized by a Democrat as "Bloody Menday,"
a name destined to figure in the history of these
times, and to hand down to future generations the
names of the getters up of the bloody drams, and to
joint them out as secret plotters against the peace
of society and against the lives and liberties of the
ottizers of Washington.
Single subscribers \$2, Clubs \$1.50 per annum.

PLATFORM

Of the American Party, adopted at the session of the National Council, June 2, 1857.

Ist. An humble acknowledgment to the Supreme Being, for His protectifing care vouchsafed to our fathers in their successful Revolutionary struggle, and hitherto manifested to us, their decendants, in the preservation of the liberties, the independence, and the union of these States.

2d. The perpetuation of the Federal Union, as he palladium of our civil and religious liberties, and the only sure bulwark of American Independence.

me t employment. In preference to all others:

1. Persons born of American parents residing temporarily abroad, should be entitled to all the rights of native-born citizens; but

5th. No person should be selected for political sta on, (whether of native or foreign birth,) who recognises any allegiance or obligation of any description to any foreign prince, potentate or power, or who refuses to recognise the Federal and State constitutions (each within its sphere) as paramount to allecther laws, as rules of political action.

5th. The unqualified recognition and mainterance of the reserved rights of the several States, and the cultivation of harmony and fraternal good will, between the citizens of the several States, and to this end, non-interference by Congress with questions appertaining solely to the individual tates, and non-intervention by each State with the affairs of any other State.

7th. The recognition of the tight of the native-horn and naturalized citizens of the United States, permanently residing in any Territory the cof, to

horn and naturalized citizens of the United States, permanently residing in any Territory the cof, to frame their constitution and laws, and to r gulate their demestic and social affairs in their own mode, subject only to the provisions of the Federal Constitution, with the privilege of admission into the Union whenever they have the requisite population for one Representative in Congress. Provided always, that none but those who are citizens of the United States, under the constitution and laws thereof, an who have a fixed residence in any such Te ought to participate in the formation of taitution, or in the enactment of laws for Territory or State.

Sth. An enforcement of the principle that no State or Territory ought to admit others than citizens of the United States to the right of suffrage, or of holding political office.

4th. A change in the laws of naturalization, making a continued residence of two cones rears.

making a continued residence of two recommendations of all not hereinbefore provided for, n indispensable requisite for citizenship hereater, and excluding all paupers, and persons convicted of crime, from landing upon ovr shores; but no interference with the vested righ's of foreigners.

10th. Opposition to any union between Church

and State; no inter-erence with religious faith, or worship, and no test oaths for office. 11th. Free and thorough investigation into any and all alleged abuses of public functionaries, and

a strict economy in public expenditures.

12th. The maintenance and enforcement of all laws constitutionally enacted, until said laws shall be repealed, or shall be declared null and void by competent judicial authority.

18th. A free and open discussion of all political principles embraced in our platform.

## TRAVELER'S GUIDE.

Washington Branch Railroad.

Frains run as follows:
From Washington at 6 a. m., connecting at Relay with trains from the West, and at Baltimore with those for Philadelphia and New York.
At 8.30 a. m. for Annapolis, Baltimore, Philadelphia and New York. At 8.30 a. m. for Annapolis, Baltimore, Philadelphia and New York.

At 8 p. m. for Baltimore and Norfolk, and at Relay with the Frederick train.

Express at 4.20 p. m. at Relay for the West, and for Annapolis, Baltimore, Philadelphia, and Norfolk, and San J. J. Blackford, M. D.

tor Annapolis, Baltimore, Philadelphia, and New York.

On Sunday at 7 a. m. and 4.20 p. m.

From Baltimore to Washington at 4.15[and]9.15 a.
m.; 3 and 5.15 p. m.
On Sunday 4.15 a. m. and 5.15. p. m.

Cars and Boats for the South.

For New Orleans ... Aquia creek, the boats leave at 6 s. m. and 7 p. on arrival of the Northern

For the South, vi range and Alexandria and ads, cars leave Alexandria the Virginia Centra at / % a. m. and 8% p. m.

Stages from Washington.
[H. W. Martin, agont, office Franklin House corne of Eighth and D streets.]

of Eighth and D streets.
For Leonardtown and Charlotte Hall, Md., leave Manday, Wednesday and Friday, at 6½ a. m.
For Port Tobacco, Md., leave Tuesday, Thursday, at 154 a. m.
For Upper Marlboro', Md., leave daily at 6½ a. m.
For Rockville, Md., leave daily at 6½ a. m.
For Frederick, Md., leave Tuesday, Thursday, and

For Freedence, Ma., leave Tuesday, Thursday, and Saturday at 6½ a. m.
For Leesburg and Winchester, Va., leave Tuesday, Thursday and Saturday at 4½ a. m.
For Brookville and Mechanicsville, Md., leave Dersey's hotel, 7th street.

The Mails.
First Northern and Eastern Mail closes at 9 p. m., departing at 5 a. m., next morning, (except Sundays) and arrives at 6 a. m.
Second Northern and Eastern Mail closes at 8%

p. m., and arrives at 7 p. m., except Sunday.
First Southern Mail closes at 6 p. m., and arrives 14 a. m. 4 cound Southern Mail closes at 9 p. m., and arrives

at 4 p. m. Western Mail closes at 2 p. m., and arrives at 5 p. m. Northwestern Mait closes at 2 p. m., and arrives at A p. m. Norfolk and Portsmouth Mail closes at 2 p. m., and

Norfolk and Portsmouth Mail closes at 2 p. m., and arrives at 11½ daily, except Sunday.

Annapolis Mail closes at 3½ p. m. and 9 p. m.. except Sunday, and arrives at 11½ a. m. and 7 p. m.

Leesburg Mail closes on Monday, Wednesday, and Friday at 9 p. m., and arrives asme days at 7½ p. m.

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For Tobacco Mail closes at 9 p. m., except Sunday, departing at 7 a. m., and arrives at 6 p. m.

Leonardtown Mail closes on Sunday, Tuesday, and Thursday at 9 p. m., and arrives Tuesday, Thursday and Saturday at 7½ p. m.

Colesville Mail closes on Monday, Wednesday, and Friday at 9 p. m., and arrives on Tuesday, Thursday and Saturday at 2 p. m.

Georgetown Mail closes at 8½ p. m. and 9 p. m., and arrives at 5 s. m. and 8 p. m.

Uppen Marlboro' Mail closes daily, except Sunday, at 9 p. m., and arrives at 5 p. m.

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Postage on all letters and transient newspapers to places within the United States must be pre-paid.

(Signed)

JAMES G. BERRET, Postmaster.

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Magnetic Telegraph, National Hotel, corner of 6th street and Pennsylvania Avenue. To New York, connecting as above with the extreme East and West.

Southern Telegraph, National Hotel. To New Orleans via Alexandra, Richmond, Augusta and bot e, and intermediate points, including all the seaboard cities. Telegraph Offices.

board cities.

Western Te'-graph, Pennsylvania Avenue, between Sixth and Seventh streets, over Gliman's drug store. To Wheeling and intermediate points connecting with all the Western and Northwestern

## B AMBRICAN.

"The Perpetuation of American Freedom is our object; American Rights our motto; and the American Party our cognomen."

VOL. I.

TO ALL THATVALUE THEIR SIGHT. IMPORTANT PROSPECTUS!

to our fathers in their successful Revolutionary struggle, and hitherto manifested to us, their decements, in the preservation of the liberties, the independence, and the union of these States.

2d. The perpetuation of the Federal Union, as the palladium of our civil and religious liberties, and the only sure bulwark of American Independence.

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5th. No person should be selected for political state on, (whether of native or foreign birth,) who recognises any allegiance or obligation of any de-

of those that have not yet availed themselves of his sid.

Persons that cannot conveniently call, by sending the glasses in use, and stating how many inches they can read this print with their spectacles, can be supplied with such that will improve their sight.

Circulars to be had gratis, at his office, No. 512 Seventh street, three doors from Odd Fellows' Hall, up stairs.

Innumerable testimonials to be seen, and references given to many who have derived the greatest case and comfort from his glasses.

WILMINGTON, N. C., June 16, 1854.

To persons who have had the sight of their syes so impaired as to require the use of Glasses, I would recommend Mr. John Tobias as a suitable person from whom to obtain such Glasses as they may require, as he has suited me with a pair of Spectacles for a far and near sight. My sight has been impaired very much by a service of years in the Post Office Department, which berth required me to be on duty from 11 o'clock at night till after day, during which time I used but one light.

W. A. WALKER.

BROOKLYN ORTHORARDIC INSTITUTION,

time I seed but one light.

W. A. WALKER

BROOKLYN ORTHOPARDIC INSTITUTION,
April, 1854.

After most careful examination of Mr. J. Tobias's Glasses, I am enabled to testify that their hardness, clearness, polishing, and exact optical shape, render them particularly recommendable to those whose merely optical impairment of the eyes are in want of such squaliaries. I consider, moreover, Mr. Tobias fully qualified to determine the focus of the eye, both by his optical knowledge and experience, and by means of his optometer. In addition, I can further state, that Mr. Tobias has supplied some of my patients-with Glasses, to their and my entire satisfaction.

Lovis Bauss, M. D.

Physician and Surgeon, Berlin; Member of the Boyal College of Surgeons, England; Member of the Medical Society of London, and of the Pathological Society of New York; late Surgeon of the Royal Orthopsedic Institution of Manchester, England, and Surgeon of the B. O. Institution.

land, and Surgeon of the B. O. Institution.

Copy of a testimonial which appeared in the Daily American-Organ, May 21, 1855, from Judge V. Ellis, (late editor:)

"Having suffered for many years past with weakness of the syes, and that defect of vision which results from a too constant and intense use of these sensitive organs, we were led to make a trial of Tobias's new and improved discovery for the eyes, whose name heads this article. We saw them recommended by sunder the sense of the system of Virginia, whom we know, and the had less hesitation in making the experiment. We are more than pleased with the article. We read with less fatigue with these lens than any we had ever tried before; and we see more distinctly with them. Without meaning to disparage the claims of others who have made improvements in Spectacle Lens, we deem it but just to make the above statement. Mr. Tobias resides on Seventh street, opposite the National Intelligencer office."

NORFOLE, VA., July 27, 1854.

In the experience of even two years, I have found great difficulty in obtaining Spectacles that were exactly adapted to the weakness of my sight. This inconvenience Mr. Tobias seems to have removed for the present by the substitution for me of better and more suitable Glasses. They are clear, crystallike, and comfert able to my eyes. I would commend him to those who, from age or other infirmity, require artificial aid in this way.

J. J. Simkins, M. D.

Sin: The pair of spectacles you furnished me yesterday are particularly satisfactory to me. They are very decidedly the best I possess, and I am the owner of eight or nine pairs, carefully selected in different places, and from opticians recommended to me on account of their professional standing in France, England, and the United States. I have been also pleased with your remarks and directions on the treatment of the eyes for the purpose of preserving and improving the sight.

Respectfully yours, CRAS. CALDWELL, Professor of M. C., Louisville, Ky.

Mr. J. TORIAS.

Washington, Aug. 8, 1855.

Having been for years under the necessity of having two sets of glasses—one for use in the daylight, and one for lamp light—I procured one set from Mr.

Tobias which answered both purposes. I have used his for several months, and find them excellent.

Enwap Stunss, 
Of Department of State.

PRIEBBRURG, October 21, 1854.

About five years ago, I obtained from Mr. Tobias, in Washington, a pair of Glasses for the Spectacles which I used, and found them of great assistance to my decaying vision; and my opinion of him is that he is skilful in the preparation of glasses for eyes not too far gone to be benefitted by such aid.

See for more testimonials, the Evening Star.

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THE MARCH NUMBER.

THE MARCH NUMBER.

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CARD.

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JOHN E. BAKER,

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NO. 26.

DEPARTMENT NEWS.

NAVY DEPARTMENT.

OBSERVATORY, Washington, Oct. 19, 1857.

the particulars have been given to the department

only in the perishable form of newspaper records.

We were intimates; I have known him from

boyhood; he was my kinsman. The ties of con-sanguinity as well as our professional avocations brought us frequently and much together; we were close friends.

Under these circumstances, I ask your leave to file a report of that gale and his loss; I aim to imbody in it a simple narrative of incidents de-

The Central America, at the time of her loss,

heavily; the leak was so large that by 1 p.

Attempts were made to get the ship before the wind, but no capvas was stout enough to with-

stand the raging of the storm. After the head sails had been blown away, the captain ordered

ail was taken out of the bolt ropes, so great wathe force of the wind and such the fury of the gale.
The foremast was then cut away; the fore-yard

was converted into a drag, and got overboard; bits of canvas, also, were spread in the rigging aft, hoping by these expedients, as a last resort,

to bring the ship head to wind, but all to no par-

storm was still increasing.
All that energy, professional skill, and seaman-

reasure. He was in a frequented part of the

ocean, and a passing vessel might come to the rescue of crew and passengers, if they could but

manage to keep the ship affoat till the gale abated. He encouraged them with this hope,

day; they had not the strength to keep it under

ssel hove in sight, saw the signal of distress and was asked for help. She could give note,

At about 2, P. M., the brig "Marine," Captain

vere in distress and wanted heip.

and kept on her course.

crowded into remembrance. Who of this crew should be selected to man his boats? Would they desert him when they got off from the ship? There were some who he knew would not.

There were some who he knew would not.

It was not an occasion when the word might be passed for yolunteers; for it was the post of safety, not of danger, but nevertheless of great trust, that was to be filled. The captain wanted trusty men that he knew well from long association; and the crew of such vessels is not very per-Loss of the Steamship Central America. The following letter from Lieut. Maury to the Secretary of the Navy will be read with the deepmanent as to its personnel; therefore he felt at a Siz: On the 12th day of September last, at sea, loss, for there was still a man wanting for Black, the boatswain's boat. A sailor, perceiving the Six: On the 12th day of September last, at sea, the United States mail steamship "Central America," with the California mails, most of the passengers and crew, and a large amount of treasure on board, foundered in a gale of wind.

The law requires the vessels of this line to be commanded by officers of the navy, and Commander William Lewis Herndon had this one. He went down with his ship, leaving a glowing example of devotion to duty, Christian conduct, and true heroism. captain's dilemma, stepped up and modestly offered

to go.

He had not, it may be supposed, been long in the ship, for Herodon evidently did not know him well, and replied in his mild and gentle way, " I

well, and replied in his nrild and gentle way, "I wonder if I can trust you."

The sailor instinctively understood this call for a Shibboleth, and simply said, "I have hands that are hard to row, and a heart that's soft to feel."

This was enough; he went, and was true. Not a boat deserted that ship.

All the women and children were first sent to the hair and was true a profited, there in suffer. and true heroism.

All hopes of his having been picked up by some

the brig, and every one arrived there in safety. Each boat made two loads to the brig, carrying in all one hundred persons.

By this time night was setting in. The big had drifted to leeward several miles away from the steamer, and was so crippled that she could The department has already been officially informed of this wreck and disaster, and of how noby Herndon stood to his post and gloriously perished; how the women and children were all saved, and how he did all that man could do or officer should to save his ship and crew also. But the activalers have hear given to the denartment not beat up to her again. Black, the boatswain's, boat, alone returned the

second time. Her gallant crew had been buffet-ing with the storm for two days and a night, without rest and with little or no food. The boat itself had been badly stove while alongside with the last load of passengers; she was so much knocked to pieces as to be really unserviceable; nor could she have held another person; still those brave seamen, true to the trust reposed in As a tribute to his memory, as material for history, as an heirloom of the navy, and a legacy to his country, I desire to place on record in the department this simple writing in memorial of them by their captain, did not hesitate to leave the brig in her again, and pull back through the dark for miles across an angry sea, that they might join him in his sinking ship and take their

chances with the rest.

Let no one call this rash, idle, or vain; it was conduct the most legical, noble, and true. The names of this brave crew have not been given, else I should suggest the propriety of making imbody in it a simple narrative of incidents de-rived from statements which the survivors from the wreck had either made publicly through the prints of the day, or privately to his family and friends. These incidents, in the silent influence of the lessons they teach, constitute an inherit-ance of rare value to his countrymen; they are the heirloom of which I spoke, and will, I am persuaded, be productive of much good to the service. some formal acknowledgment of the high appr ciation in which such devotion to daily and such conduct are held by the department. I am aware that these men do not belong to the navy, but they are American scamen, nobly doing their duty under the American flug, and adding lastre to it by their deed. Whether of the naval or of the merchant service, such conduct should not go

unrequited by the Government.

During the lowering of the boats, and the embarkation of the women and children, there was was bound from Aspinwall, via Havana, to New York. She had on board, as nearly as has been as much discipline preserved among the crew of that ship, and as much order observed among her ascertained, about two millions in gold, and 474 passengers, besides a crew, all told, of 101 souls; total, 575. passengers, as was ever witnessed on board the

best regulated man-of-war. The law requires every commander in the navy to show in himself a good example of virtue and patriotism; and never was example more nobly She touched at Havana on the 7th of September et or beautifully followed.

Captain Herndon, by those noble traits which

She touched at Havana on the 7th of September last, and put to sea again at 9 o'clock on the morning of the 8th. The ship was apparently in good order; the time seemed propitious; and all hands were in fine health and spirits, for the prospects of a safe and speedy passage home were very cheering. The breeze was from the tradewind quarter at N. E.; but at midnight of the 9th it freshened to a gale, which continued to increase till the forenoon of Friday, September 11, when it blew with great violence from N. N. E. have so endeared his memory to the hearts of his countrymen, had won the respect and admiration of the crew and passengers of that ship to such a degree as to acquire an influence over them that was marvellous in its effects. The men yielded to it, and even the women felt its force; till the forenoon of Friday, September 11, when it blew with great violence from N. N. E.

Up to this time the ship behaved admirably; nothing had occurred worthy of note, or in any way calculated to excite suspicions of her prowess, until the forenoon of that day, when it was discovered that she had sprung a leak.

The sea was running high, the ship was very much keeled over on the starboard side, and laboring heavily: the leak was so large that by a pooring heavily: calm and resolute themselves, they encouraged and cheered the men at the pumps and in the gangways; and finally, to Herndon's last appeal for one more effort, they rose superior to their sex, and proposed to go on deck themselves, and, with fair hands and feeble arms, there do men's work in battling with the tempest.

most heroic personal devotion to duty and to his m. the water had risen high enough to extinguish the fires on one side, and stop the engine. during that dreadful storm. Even after the ship had gone down, and her passengers were left in the water, clinging by whatever they could lay Bailing gangs were set to work-the passenhands on, offices of knightly courtesy were passed

gers cheerfully assisting—and all hands were sent over on the windward side to trim ship. Being relieved in a measure, she righted, and the fires were relighted; but there was a very heavy sea As one of the last boats was about to leave the ship, her commander gave his watch to a passen-ger, with a request that it might be delivered to his wife. He wished to charge him with a meson, and in spite of pumps and bailing gangs, with their buckets, whifs, and barrels, the water gained upon them until it reached the furnaces, and extinguished the fires again, never to be rekinsage for her, also, but his atterance was choked.
"Tell her ——." Unable to proceed, he beat
down his head and buried his face in his handdled. This was Friday.

The ship was now at the mercy of the waves, for a moment, as if in prayer, for he was a devout and was wallowing in the trough of the sea like a log. She was a side-wheel steamer, with not a little top-hamper, and therefore an ugly thing to

man and true Christian.

In that moment, brief as it was, he endured the great agony. But it was over now. His crowdmanage in such a situation.

The storm spencer had been blown away, and the fore-yard was sent down during the night. ing thoughts, no doubt, had been of friends and home-its desolation-a beloved wife and lovely daughter dependent alone for support upon him. God and his country would earn for them now. Honor and duty required him to stick to his ship, and he saw that she must go down.

Calm and collected, he rose up from that short sains and been blown away, the capital ordered the clews of the foresail to be lashed down to the deck, thinking to hoist the yard up only a little way, show canvas, and get her off; but by the time the yard was well clear of the bulwarks the

but mighty struggle with renewed vigor, and went with encouraging looks about the duties of the ship as before. He ordered the hurricane deck to be cut away and ratis to be made. The life preservers were also brought up and distrib-uted to all who would wear them. Night was setting in, and he directed Frazier, the second officer, to take charge of the arm chest and send officer, to take charge of the arm chest and sind up a rocket every half hour.

Van Rennsalaer, his first officer, was also by him. Herndon has speken to me in terms of es-teem and admiration of this officer; and Van Rennscher proved himself worthy to the last of such commendations. Side by said they stood at

pose—she refused to come.

Crew and passengers worked manfully, pumping and bailing all Friday afternoon and night; and when day dawned upon them, the violence of the their post, and perished together with their har-After the boat which bore Mr. Payne --- to whom Herndon had entrusted his waren-had shoved off, the captain went to his state-room and put in his uniform. The gold band around his cap was ship, could do to weather the storm and save the ship, had been done. The tempest was still raging, resources were exhausted, the working concealed by the oil-silk covering which he usually wore over it. He took it off and threw it on his parties were fagged out, and the captain foresaw that his ship must go down.

Still, there was some chance for hope; he might save life, even if he lost ship, mails, and cabin floor; then walking out, he took his stand on the wheel house, hadding on to the from railing with his left hand. A rucket was set off, the ship

> uncovered.
>
> A cry arose from the sea; but not from his ips. The waves had closed about him, and the curtain of the night was drawn over one of the most sublime moral spectacles that the sea ever

> fetched her last lurch; and, as she went down, he

and asked for a rally. They responded with cheers. The lady passengers also offered to help, Just before the steamer went down, a rowboat and the men went to work with a will, whipping up water by the barrel full, to the steady measure of the sailors' working song. The flag was hoisted "Union down," that every was heard approaching. Herodon halled her. It was the boatswain's boat, rowed by hard hands and a gentle heart, returning on board from the brig to report her distbled condition. If she came alongside she would be engulphed with the sinking ship; Herndon ordered her to keep off; vessel, as she hove in sight, might know they Under this rally of crew and passengers, they gained on the water for a little while, but they were worn out with the toil of the last night and she did so, and was saved. This, so far as I have been able to learn, was his last order. Forgation of self, mindful of others, his life was boant the last; and in his death he has added a new Finally, about noon of Saturday, the 12th, the d began to abate, and the sky to brighten; a

glory to the annals of the sea.

Forty-nine of the passengers and case were picked up floating on the water that might and the next morning by the Norwegan barque "Ellen," Capta Johnson, and brought ately into Norfelk. On the 9th day after the wreck, the English big "Mary" picked up three others, who had drifted about 450 miles with the Guir stream. Total saved 152

er's signals of distress. She ran down to the sinking ship, and, though very much crippled her-The "Central America" sunk about S.P. M., of self by the gale, promised to lay by. She passed under the steamer's stern, spoke, rounded to, and Gulf stream, and the parallel of 31 dag. 45 min. N. It does not appear certain that her commander kept her word.

The steamer's boats were ordered to be i wered; the "Marine" had none that could live in was seen or heard after she went down by any of those who survived the wreck. Mr. Childs, one of the passengers, thinks be conversed with him in Now came another trying time. The boat Now came another trying time. The boat the water after midnight of Saturiay, only a wide scenes of the steamer "Arctic had made a deep impression upon Herndon's mind; they now Herndon was small of stature, of delicate frame impression upon Herndon's mind; they now